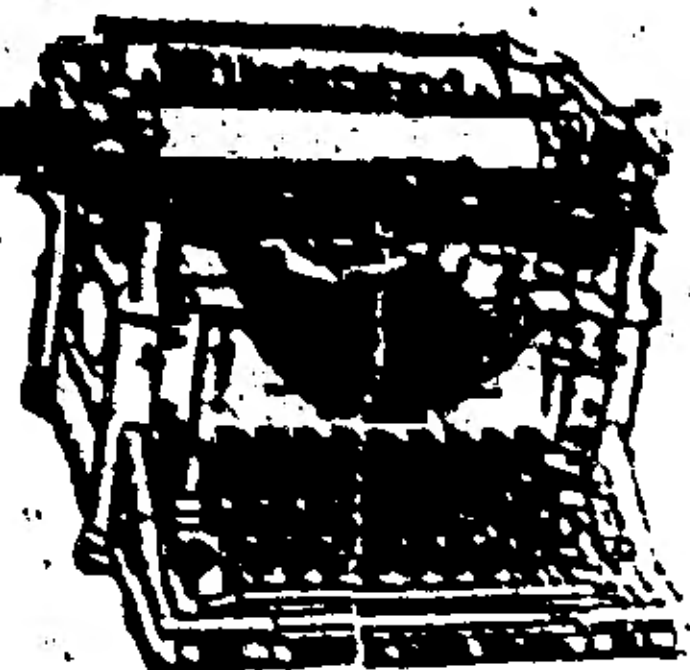


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CANADA AND "EQUAL NATIONHOOD."

A CONCESSION AND A CLAIM.

Toronto, March 27.—Two current developments are emphasizing Canada's progress toward nationhood. One is the definite announcement from London that Canada is to have a Minister Plenipotentiary in Washington; the other is an intimation from the Canadian Government that the Imperial Parliament is to be asked to amend the British North America Act (Canada's Constitution) so that future amendments may be made by Canada without reference to the Imperial Parliament.

As to the Canadian Minister at Washington, something will depend on the status given him, but the great thing is to have such a Minister appointed. Presumably hereafter the Canadian Government will be able to communicate with the United States Government directly through him without the circumlocution of sending despatches by way of London.

Some are worried over the question of whether the Canadian Minister will be responsible solely to Ottawa or whether he will be subordinate to Sir Auckland Geddes, the British Ambassador. But if the Canadian Government appoints him, pays his salary, and has power to recall him, there does not seem to be much room for argument, as to whom he will be responsible to. At the same time it is evidently intended that he shall fit in as part of the organization of the British Embassy. One report goes so far as to intimate that in the absence of the British Ambassador, the Canadian will act in his stead. This opens up interesting possibilities.

The request that Canada should have the right to amend her own Constitution arises not from a recognition that in theory the present situation does not conform with the idea of "equal nationhood" now being promulgated. So long as the Canadian Constitution can only be changed by an Act of the British Parliament Canada's status is technically that of a colony and nothing more. In practice, however, for many years Canada has understood the attitude of the Imperial Parliament to be that any request for a change in the British North America Act would be granted at once and no questions asked with one proviso, that the request be reasonably unanimous as far as the different parties and sections of Canada were concerned.

The proposal now is that the Canadian Parliament can itself make these changes provided all the Provincial Legislatures agree to them. It will be seen that this is a more stringent regulation than even the difficult provision under which the United States Constitution can be amended. But the problem which makes absolute unanimity of all the Provinces in Canada necessary is Quebec. Under the British North America Act certain rights to Quebec, granted when the Province was conquered and ceded by France, were perpetuated, and Quebec has always felt that she was more certain of justice and the continuation of her "rights" when in the hands of a British Parliament than she would be if thrown on the mercies of her neighbouring Provinces in Canada. Consequently the proviso that all Provinces must agree to proposed changes means chiefly that the other eight Provinces must not be allowed to "put anything over" on Quebec. The proviso will, of course, similarly safeguard any other Province.

Though there has been no clamour for changes in the British North America Act, it is possible important changes in it may follow its Canadianisation. For example, defenders of the Canadian Senate have always declared there was no use agitating for its abolition because the Imperial Parliament would never consent. Similarly it was said the Imperial Parliament would never consent to the abolition of court appeals to the Privy Council. If now it becomes possible to abolish the Senate and appeals to the Privy Council by Canadian action alone, it will be up to the advocates of these measures to show how earnest they are.

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EARLIER TELEGRAMS.

IN IRELAND.

London, June 1. Sir Horace Plunkett, writing to the "Times", appeals to patriotic Ulstermen to bring moral pressure upon those able to remove the Ulster difficulty and advocates the immediate direct concession of complete national self-government, restricted by strategic unity with the United Kingdom. He urges an appeal to Ulstermen to join in the offer to Sinn Fein of a united Ireland, ranking equivalent to the British dominions, and declares that while the Government ignores the Irish throughout the world Sinn Fein is effectively assuming executive and judicial functions. The "Times" comments that the warning is timely and largely justified.

Since the recent raids income tax offices in Ireland and the property and registry office in Dublin called King's Inns have been constantly guarded by troops. This afternoon thirty armed men undisciplined effected a daring coup, surprised the sentry, covered the troops in the guardroom with revolvers, seized and carried off in two motor cars a machine gun, ten rifles, two revolvers, steel helmets, and other military accoutrements. The affair lasted less than five minutes.

Later. The assailants numbered a hundred. They captured five hundred rounds of ammunition. The guard consisted of two non-commissioned officers and nine men.

Cork Harbour Board has ordered the Republican flag to be flown on Admiralty Pier at Queenstown and other harbour buildings but deleted the motion including ships controlled by the Board, fearing the British forts at the mouth of the harbour would fire on and sink them.

The large military store at Bere Island, one of the chief military centres in South Ireland, was destroyed by fire. The damage amounts to thousands of pounds.

QUESTION-TIME.

London, June 2. In the House of Commons, replying to Mr. Ruffan, Mr. Bonar Law stated that President Wilson accepted the invitation to delimit the borders of Armenia under the Turkish Peace Treaty.

Replying to Mr. Hodge, Mr. Bonar Law explained that the Hythe Conference had not established any new financial commission, but referred certain proposals discussed between the French and British Ministers to experts for further examination with instructions to report for information to the French and British Governments. The experts had not yet reported. It was no part of their duty to fix the amount of German indemnity. He was not sure if any report would ever be published.

THE FIGHTING POLES.

London, June 1. Disputes between Poles and Czechs in the plebiscite territory in Silesia have culminated in a report from Paris that Poland has decided to break off diplomatic relations with Czechoslovakia. The Foreign Minister of Czechoslovakia, who is in London, has petitioned the League of Nations to send a Commission to the plebiscite area to ascertain independent enquiry.

BRITAIN AND RUSSIA.

London, June 1. The "Evening Standard" says the Soviet will be permitted to open a central trading office in London with a view to organising exchange of goods. Reuter's enquiries fail to confirm this but it is pointed out that British goods cannot be exported to Russia but there is nothing to prevent Mr. Krassin opening an office in London to exchange views with British traders.

GERMANY AND RUSSIA.

Berlin, June 1. A communique states that the Russo-German Governments have ratified an agreement for the exchange of respective war prisoners. Repatriation transports will proceed in alternative turns. There will be no detentions. All repatriates are promised political amnesty.

THE TRUE GERMAN.

Paris, June 1. The Ministry of Commerce, referring to the recent Franco-German Industrial Conference at Paris, says the Germans hoped to reach a separate secret agreement with France apart from the other Allies.

SOUTH AFRICA AND SPA.

London, June 1. Reuter is informed that South Africa will not be represented at Spa, the Union Government being of opinion that its views are already sufficiently known.

WOMEN'S SUFFRAGE.

Geneva, June 2. The Women's Societies of India, Egypt, China, Japan and Palestine have announced their intention to send representatives to the International Suffrage Conference at Geneva on June 6.

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EARLIER TELEGRAMS.

STRIKE AT SHEFFIELD.

London, June 1. Trade at Sheffield is almost paralysed owing to a strike among the National Union of Engine-men and Firemen against the proposal to introduce the three shift system. Twenty thousand men are idle and most of the big works closed.

THE DERBY.

Derby Day was sunny. The dry weather of the past few days continued ideal for the greatest British sporting event, which was manifestly more popular than ever. Ten thousand people slept on Epsom Downs. From the early hours railways and roads bore record crowds. The road from London was packed from end to end with the most varied forms of traffic crammed with occupants. Many motors came from further afield, even as far as Lancashire and South Wales. A feature was the continued diminution of horse drawn vehicles. The visitors included a party of St. Dunstan's blinded soldiers. Their Majesties were present, being greeted with deafening cheers. The Derby time of 2:34 4/5 is a record. Allenby broke a blood vessel. Tetrahema, the favourite at 3-1, did not finish in the first dozen.

THE PRINCE OF WALES.

Melbourne, June 2. Under medical advice the Prince of Wales has agreed to take a week's rest at the conclusion of his Victorian programme. He arrives at Sydney on 19th June.

THINGS OF JOY.

London, June 1. The Exchequer Returns from April 1 to May 29 show receipts of £223,033,419 and an expenditure of £196,223,751, compared with £127,980,013 and £226,189,364 respectively.

(Continued on page 8.)

NOTICES



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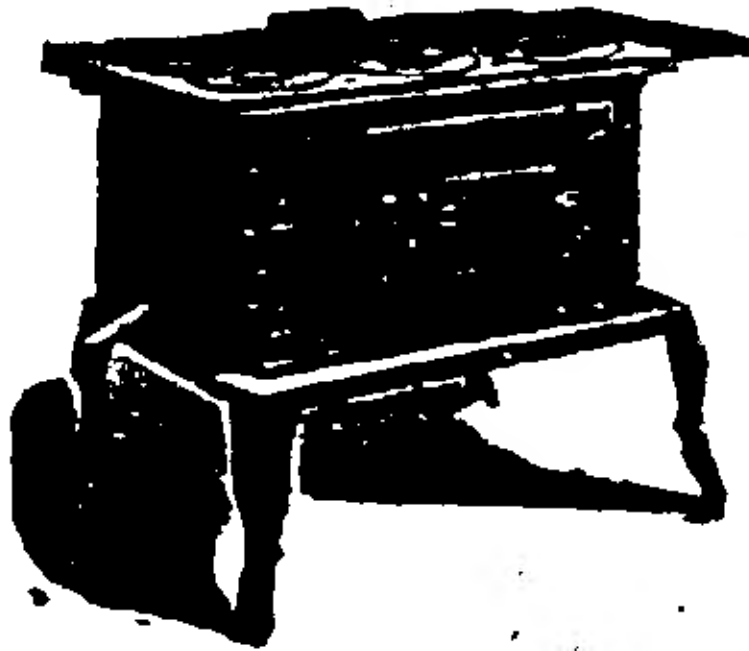
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TYRANNY OF EVENING WEAR.

Shouldn't a man decently dressed in black be sartorially qualified to go anywhere? And if not, why not? asks a correspondent in an Australian paper.

No man with sufficient balance to refrain from wearing a Henry VIII. costume at a race meeting or a church bazaar can explain why he should go to the theatre disguised as a waiter or an undertaker's offider. Yet he does it and extracts pleasure from the mental and physical misery it enacts of his irrationalism.

Neither can the man who refuses to wear the boots of a deep-sea pilot at a wedding explain why he cannot approach the Prince of Wales garbed as when he interviews the president of the Millions Club or the secretary of the Rentpayers' Association. He is a democrat, and would be very annoyed were you to chide him with grovelling before the dictates of that fastidious old fop, Good Form, who has evidently survived the world war and the H. C. L.

Let any theatre manager demand that each patron represent a character say in history, before being admitted. What an outcry there would be! What talk of oppression! "Do you think we are a lot of silly women, sir?" Yet an order of that kind would relieve the awful pronotomy of a distressing array of citizens who present the appearance of waiters with one ear on the dialogue and the other on the dinner bell, or of a mournful gathering of undertakers' assistants in attendance at a communal interment.

Yet the objector willingly struggles into a boiler-plate shirt and collar and cut-away coat with ridiculous tails that make him imagine he is in a straight-jacket—as he deserves to be. The miserable wretch cannot turn to recognise a friend without risk of being subjected to an excruciating pinch by his impossible collar, or bursting his bulging boiled shirt, which essays to force his collar over his ears.

When the primitive human being was invited out to dine owing to the inviter's tribe having just killed a lot of the enemy in prime condition, he put on a thick shirt of tough skin to protect his own pelt in case the convivial proceedings ran to fighting. In unthinking memory whereof he now armors his body for festive occasions with a shirt having a white pine front.

And apparently because the remote ancestors ascribed to us by some savants swung their tails as they sat on the tree-top and masticated a kind of nuts, to-day we are not dressed for company unless our coats have two streaming tails.

Should a person take a sea trip to another capital the farce and the misery and the hypocrisy are repeated on a holiday occasion. He is not satisfied until he looks on a boat where "dress for dinner" is compulsory. He does not enjoy his meals, but he feels that he is not of the common comfortable multitude relishing a pork chop in an Assam silk suit; and he is happy in his misery.

So also in the case of a trip to the Mountains in the summer, when the natural impulse is to shed the stiff and suffocating habiliments of the conventional city for the garb of easy life and fresh air touched with the champagne flavour of the sun. It is not a holiday in the sense of easing his weary bones and relaxing mental tension. He would have been happier in a singlet and ducks turned up at the bottoms.

Such is the freeman enslaved by fashion; the democrat chained by convention; the pleasure-seeker pinched by torture; the tired man burdened by formality; the unconventionalist who despises the cocked hat of vice-royalty and the embalmed animals that swathe the forms and bang from the necks of women of fashion.

Why not volt in the name of common comfort?

Why not insist that a man dressed in clean clothes is a man dressed for any company, and able (like Wellington's Peninsular Army) to go anywhere and do anything?

CRIMEAN VETERAN MARCHES.

A notable feature in an Anzac parade in Australia was the presence in the procession of a Crimean veteran, Ex-Sergeant J Gamble, 42nd Black Watch. He took part in the first Boer War, Indian Mutiny, and Zulu War, and is said to be one of the survivors of the famous charge at Inkerman.

NOTICES

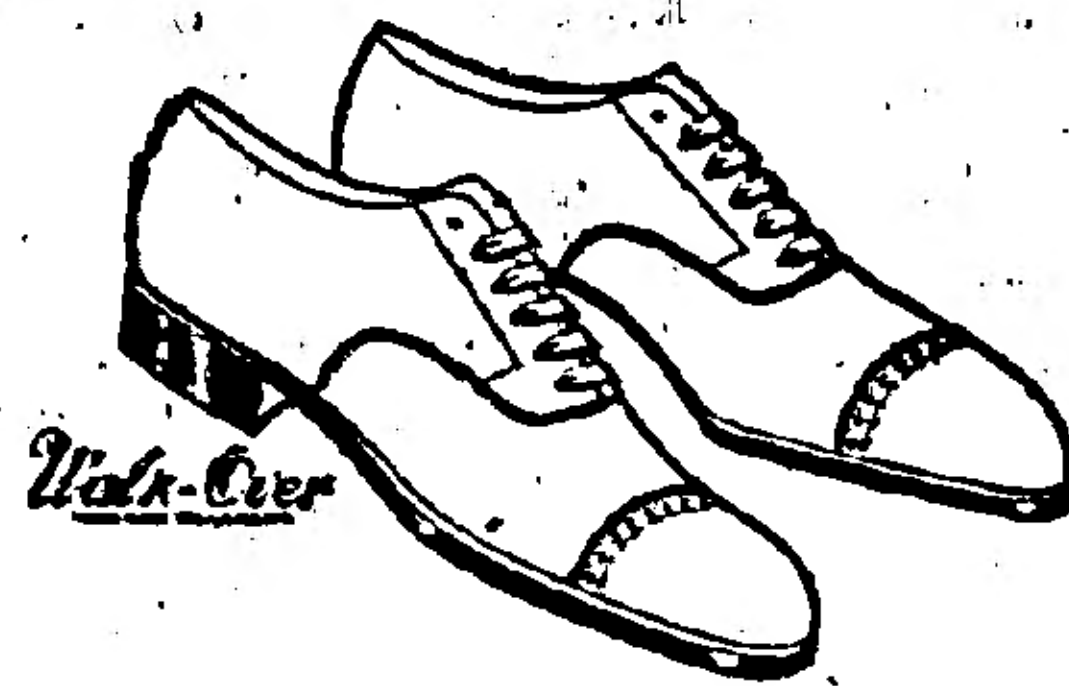
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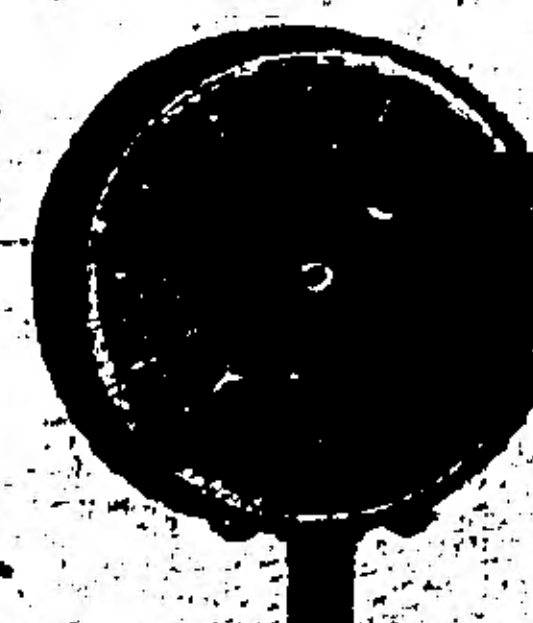
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No man with sufficient balance to refrain from wearing a Henry VIII. costume at a race meeting or a church bazaar can explain why he should go to the theatre disguised as a waiter or an undertaker's offside. Yet he does it and extracts pleasure from the mental and physical misery it enacts of his irrationalism.

Neither can the man who refuses to wear the boots of a deep-sea pilot at a wedding explain why he cannot approach the Prince of Wales garbed as when he interviews the president of the Millions Club or the secretary of the Rentpayers' Association. He is a democrat, and would be very annoyed were you to chide him with grovelling before the dictates of that fastidious old fop, Good Form, who has evidently survived the world war and the H. C. L.

Let any theatre manager demand that each patron represent a character say in history, before being admitted. What an outcry there would be! What talk of oppression! "Do you think we are a lot of silly women, sir?"

Yet an order of that kind would relieve the awful promiscuity of a distressing array of citizens who present the appearance of waiters with one ear on the dialogue and the other on the dinner bell, or of a mournful gathering of undertakers' assistants in attendance at a communal interment.

Yet the objector willingly struggles into a boiler-plate shirt and collar and cut-away coat with ridiculous tails that make him imagine he is in a straight-jacket—as he deserves to be. The miserable wretch cannot turn to recognise a friend without risk of being subjected to an excruciating pinch by his impossible collar, or bursting his bulging boiled shirt, which essays to force his collar over his ears.

When the primitive human being was invited out to dine owing to the inviter's tribe having just killed a lot of the enemy in prime condition, he put on a thick shirt of tough skin to protect his own pelt in case the convivial proceedings ran to fighting. In unthinking memory whereof he now armors his body for festive occasions with a shirt having a white pine front.

And apparently because the remote ancestors ascribed to us by some savants swung their tails as they sat on the tree-top and masticated a kind of nuts, to-day we are not dressed for company unless our coats have two streaming tails.

Should a person take a sea trip to another capital the farce and the misery and the hypocrisy are repeated on a holiday occasion. He is not satisfied until he looks on a boat where "dress for dinner" is compulsory. He does not enjoy his meals, but he feels that he is not of the common comfortable multitude relishing a pork chop in an Assam silk suit; and he is happy in his misery.

So also in the case of a trip to the Mountains in the summer, when the natural impulse is to shed the stiff and suffocating habiliments of the conventional city for the garb of easy life and fresh air touched with the champagne flavour of the sun. It is not a holiday in the sense of easing his weary bones and relaxing mental tension. He would have been happier in a singlet and ducks turned up at the bottoms.

Such is the freeman enslaved by fashion; the democrat chained by convention; the pleasure-seeker pinched by torture; the tired man burdened by formality; the unconventionalist who despises the cocked hat of vice-royalty and the embalmed animals that swathe the forms and hang from the necks of women of fashion.

Why not volt in the name of common comfort?

Why not insist that a man dressed in clean clothes is a man dressed for any company, and able (like Wellington's Peninsular Army) to go anywhere and do anything?

CRIMEAN VETERAN MARCHES.

A notable feature in an Anzac parade in Australia was the presence in the procession of a Crimean veteran, Ex-Sergeant J. Gamble, 42nd Black Watch. He took part in the first Boer War, Indian Mutiny, and Zulu War, and is said to be one of the survivors of the famous charge at Inkerman.

NOTICES

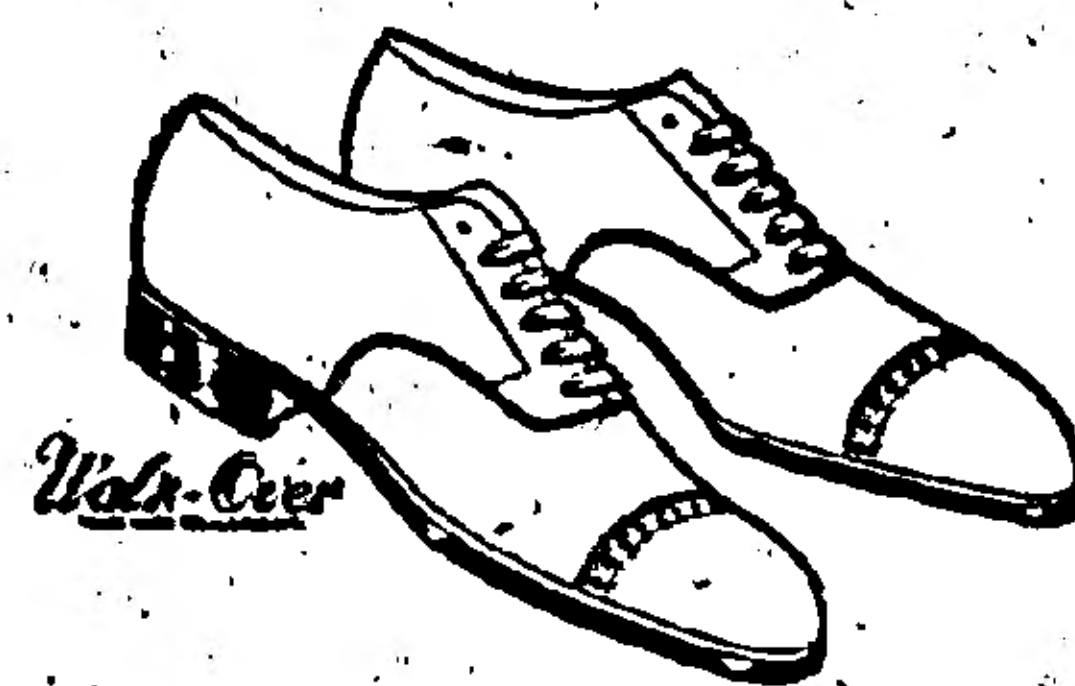
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FOR SOLES, IS WATERPROOF

LIGHT AND FLEXIBLE.

PARASITIN

Kills ticks and fleas on dogs and cats.

This preparation is harmless to animals. It stimulates
the growth of the hair and fur and gives a fine
gloss to the coat.

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HEALTH against SICKNESS



By taking our "ROOSTER BRAND" MACARONI, PASTE, STARCH, EGGS, BUTTER, VEGETABLES, or other kinds of food, you will have no complaint of any kind of sickness, as all our Products, being manufactured from Flour of the Best Quality and under the most sanitary methods, can be safely digested and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts of the world. Your returned Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

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"HOP CHEONG" Service symbolises with Sterling
Quality, ultimate Economy and Guaranteed Satisfaction. Try it to prove it.

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Manufacturers & Exporters of High Grade Furniture.

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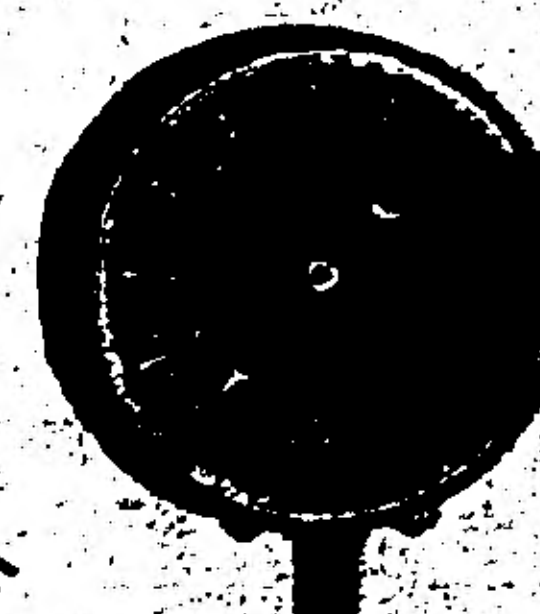
A NEW STOCK OF THE ABOVE IN
VARIOUS COLOURS IS JUST TO HAND.

THE PHARMACY

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22, Queen's Road Central.

STEAM AND HYDRAULIC GAUGES

ON STOCK



UNION ENGINEERING CO., LTD.

York Building

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ENGLISH CUP FINAL.

VILLA WINS AFTER EXTRA TIME.

"Corinthian" writes in the Daily Chronicle of April 25 as follows:

Just one lucky goal, scored after seven minutes' play in the extra time, made football history in the England Cup final at Stamford Bridge on Saturday.

That goal will be talked about for many days, as the getting of it might as well be told of right away; there have been many versions of how it happened. Dorrell, the young Villa outside-left, who had not shown the best of form during the game, forced a corner off Wood, Dorrell took the kick, and placed the ball at just the right height to the head of Kirtton.

That player headed the ball in a direction where the Huddersfield goalkeeper would have saved but for an unfortunate intervention of the head of Wilson, who, in trying to send the ball away from goal, merely succeeded in diverting it out of reach of Mutch, and into the net.

TRUE STORY OF THE GOAL.
You may take it that that is the true story of the way in which this momentous goal was scored. Some people have introduced Stephenson into the last touches, and others have said that the ball was going wide when Wilson (what a magnificent game he played), made his mistake; but it was just as I have stated, and I have confirmed my opinion in several quarters among the players and also the referee.

Just as when the Villa were presented by accident with the goal by which they defeated Tottenham Hotspur, the conqueror of the point was the great man of his side. Clay, for the Hotspur, played a wonderful game, and on Saturday Wilson, at centre-half, did more work than any other man on the field. If an individual could have won this match Wilson would have done so.

WONDERFUL WILSON.
No man in this match compelled my admiration more than Wilson did, and that he should have been the unwilling medium of the defeat of a team he had stifled so gallantly for was a thousand pities.

In the finer points of the game there is no doubt that the Villa were the better side. They tried much close passing, and, as a result of that, conveyed the ball to within shooting distance more frequently than the Huddersfield forwards could. The fault with the winners' forwards, however, was failure to get the Huddersfield defenders away from goal, for, whenever the chance of a shot arrived, there was always a heap of men crowded around goalmouth, to charge down shots.

On several occasions Huddersfield got the ball to within a few yards of goal after drawing the Villa defenders out of their places. Quite early in the game Islip centred (by the way, the linesman failed to notify the fact that the ball had gone two feet over the goal-line before the deputy outside-left got his kick in), and the ball went easily to the head of Taylor, who would have scored had he placed the ball wide enough of Hardy; instead of which he sent the ball straight to Hardy's hands. That in itself was bad, but the play which reduced the Villa to such a higgledy-piggledy state was excellent.

HUDDERSFIELD'S LOST CHANCES.
Again before half-time Swann and Taylor had possession of the ball when well inside the penalty area and the Villa defenders were all out of reach. There was some extraordinary hesitation on the part of Taylor, and in a few seconds the Villa backs and half-backs raced back into goal. Swann tried to back-beat the ball through, but the ever-alert Hardy pounced upon it and threw it out to a colleague.

Later Islip centred to the front of the goalmouth, and there was only Barson to kick away. In making for the ball Barson slipped and fell, and yet no Huddersfield man could get the ball into the net. Another great chance which Huddersfield had was when Taylor, running out to the right wing, centred to Swann and Islip, who were standing in-

RUSH FOR THE TRAM.

"A MERE SQUABBLE".

For the alleged offence of slapping the complainant's face whilst on a tramcar, A. Grunnett, living at No. 10 Morrison Hill Road, was this morning summoned before Mr. N. L. Smith by Omar Ismail.

Mr. Leo d'Almada appeared for the complainant and asked his Worship to grant a remand of the case.

His Worship:—Do you admit the assault?

Defendant:—No, your Worship.

His Worship:—Complainant has been made to me by Ismail that you slapped him in the face.

Defendant:—That was a mistake.

The defendant said that he was waiting in company with three ladies for the car at the King Edward Hotel. The complainant, who knew that they were anxious to get into the car, went a few yards ahead of other people and slipped into the car, which, in the defendant's opinion, was not the correct thing to do. He told the complainant as much when he found the latter standing inside the car. It was preventing the other ladies from getting seats, he said. They should be allowed to get in first. The complainant had then replied:—"What is it to you? Who are you? I pay my fare. After a lecture on the correct mode of behaviour, the defendant had then given "a little push" to the complainant.

Mr. Smith, after hearing the defendant's story of the case, viewed the affair as a mere squabble.

Mr. d'Almada disagreed with his Worship's view. He said that the complainant had a good case. If the evidence were heard it would show that the defendant, who was absolutely unprovoked, had committed a gratuitous assault.

His Worship remarked that people were all liable to give way to their feelings sometimes. He adjourned the case for hearing at another date.

marked. The ball should have been trapped and a shot made, but Taylor tried to head through, sending the ball outside.

All these incidents happened before the 90 minutes had gone by, and they all tended to prove that it was possible for the Yorkshires, forwards, to nonplus the Villa defence. Although they had played the better football, the Villa had not made opportunities quite so good as these, and that was in all probability due to the fact that their weakest forward, Dorrell, had the best opportunities, but spoiled them by ill-placed centres and shots under circumstances which made it next to impossible for him to score.

GREAT TACKLING, NO SHOOTING.
In this match of terrific pace there was scarcely a really good shot sent in, the best being by Walker, when Mutch made a brilliant save, with his left hand held low. The tenacity of the tackling on both sides was accountable for the absence of good shooting, for neither team yielded an inch of ground during the two hours' play.

Aston Villa won because what bit of luck was going was supported by all the subtleties of high-class football, whereas Huddersfield lost by missed opportunities, and that huge trifle of misfortune when the goal was scored. The losers prided themselves to be just about the most rigorous side seen at Chelsea this season; but, with all the vigour, there was little that was undesirable on either side, an admirable game being splendidly controlled by Mr. J. T. Howcroft.

CZECHO-SLOVAK ELECTIONS.
Prague, April 20.—According to the *Pravda Lidu*, the elections to the Chamber have resulted in the Socialist Parties obtaining 141 seats, of which the Czech Democrats obtained 77, and the German Social-Democrats 32. The Bourgeois Parties obtained 137 seats, of which the Agrarians obtained 41, the German Party 40, and the Clericals 35.

A ROOF CHASE.

THIEF CAUGHT ON BANK BUILDING.

In the early hours of yesterday morning an exciting chase after a criminal on the roof of the Bank buildings produced some disturbance in the locality.

It was ascertained by the Police when the man was handed over to their custody that he had made use of the servants' quarters in the Chartered Bank building in gaining the roof, and that walking along the parapet he had then jumped the space which intervened between that building and the Victoria Building. In this way he was able to get within reach of a window of the office of the Siamese Consulate, but, finding nothing in it worth his attention, he crept to another window, and peeping in, met the gaze of the No. 1 Office Boy, who, with great promptitude, went after the intruder, who hurriedly scrambled back across the roof to the Chartered Bank building. Here he was overtaken and a desperate struggle ensued in which, with the help of another coolie, the No. 1 Office Boy succeeded in gaining the mastery over the criminal.

In charging the prisoner before Mr. N. L. Smith at the Police Court this morning, Sub-Inspector Willis said that the man was formerly employed in the Bank of Canton but was dismissed on account of laziness. A pair of shoes which belonged to him was found on the roof after a search which the Police conducted at daylight.

Sentence of four weeks' hard labour was passed on the prisoner.

PORTUGUESE BOYS.

SENTENCED TO GAOL.

Sentence of six weeks' hard labour was to-day passed by Mr. R. O. Hutchinson on the three Portuguese boys, Francisco Silva, Francisco Mendes, and William Seina, who were convicted on two charges of breaking into No. 5, Blue Buildings and stealing money and jewellery to the extent of \$247 from Mr. D. J. Santos, and stealing, by the practice of fraud, three bicycles from a shop in Kowloon and disposing of them afterwards at Canton to a dealer.

Inspector Kent in pressing for a heavy penalty, said that the prisoners were regular criminals, with no fixed abode and living on their wits. Silva was the adopted son of Mr. Santos who ran away from home at Easter, and was heard of only on the night that he and his companions were arrested at the Canton wharf in an endeavour to escape to the Chinese port with the haul which they had effected in their burglarious enterprise. The property, minus a certain proportion which the boys had spent, was recovered for the owner.

WHEN CUTTING HIS TEETH.

THIS BABY SUFFERED GREATLY.

BABY'S OWN TABLETS WERE ALL THAT HE NEEDED.

Mr. W. Pelham, of McCreary, Manito, writes:—"I consider Baby's Own Tablets a splendid medicine for children. My baby was very ill when cutting his teeth and greatly troubled with tooth-rash, inflamed mouth and nervousness. He was unable to take food for two days owing to ulcerated mouth, but after giving him Baby's Own Tablets the symptoms soon healed and his health improved in every way. Another thing in favour of the Tablets is that they are much easier to give to a young child than a liquid medicine."

Baby's Own Tablets, the Canadian children's remedy, are guaranteed perfectly harmless even to the youngest infant, and are recommended for simple fever, indigestion, constipation, colic, diarrhoea, croup, eczema, also to expel worms. They make teething easy, induce soothing, healthful sleep, in a natural way, aid the appetite and promote normal growth.

Obtainable from chemists, or post free, 60 cents the *vial*, from Dr. Williams' Medicine Co., 95 Szechuen Road, Shanghai.

NOTICE.

TENNIS TOURNAMENT.

Championship Singles, Challenge Round.

M. W. LO V. NG SZE KWONG.

This match, weather and ground permitting, will be played on Monday, 7th June at 4.30 p.m. Prizes won during the tournament will be presented after the match.

Hongkong, 3rd June, 1920.

By Order of the Committee.

L. S. GREENHILL.

Hon. Secretary.

At their Auction Rooms, in Duddell Street.

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

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THE ROYAL HONGKONG GOLF CLUB.

NOTICE.

NOTICE is hereby given that an Extraordinary General Meeting of the Members of the Club will be held at the City Hall on Friday, the 4th day of June, 1920, at 5.15 p.m., when the following resolutions which were passed at an Extraordinary General Meeting of the Club held on the 10th May, 1920, will be submitted for confirmation as special resolutions:

1. Adding to paragraph 19 the following words:—"From the 1st July, 1920, to the 30th September, 1922, all Resident Playing Members who make use of all Courses and Club Houses shall pay an additional subscription of \$2 per month. Resident Playing Members who notify the Secretary they desire to be restricted to the use of Happy Valley and Deep Water Bay Courses will not be required to pay the additional subscription. Such Members may make use of the Courses and Club Houses at Fanling on payment of a fee of \$1 per day."

2. Striking out the words and figures "up to the 30th day of April, 1916, \$3 and after that date \$5" in line 2 of Article 33 and substituting therefor "after the 30th June, 1920, the same as that for Resident Playing Members."

3. Adding after the word "Valley" in line 4 of paragraph 10 the words "and Fanling."

4. Adding after the word "Valley" in line 11 of paragraph 17 the words "and Fanling."

5. Adding after the word "Valley" in last line of paragraph 17 the words "and Fanling."

6. Striking out the words "\$2 per year" in line 1 of paragraph 20 and substituting the words "\$5 per year or such other sum or sums as from time to time may be determined at a General Meeting of the Club."

7. Adding after paragraph 20, "Paragraph 20a.—Any Member shall be entitled on payment of \$25 to be relieved from all further liability at all times thereafter for the payment of subscriptions otherwise due from him as an A'sent Member."

8. Striking out the figure "600" in line 2 of paragraph 2 and substituting the figures "1,000."

9. Adding after the word "China" in line 3 of paragraph 31 the words "and Civil Officer of Hongkong Dockyard whose names appear in the Navy List."

10. Adding after the word "day" in line 6 of paragraph 37 the words "other than Sa undays; Sundays or Holidays for Saturdays \$2.00 for Sundays or Holidays \$3.00 and striking out the words "\$5.00" in line 7 of same paragraph and substituting therefor the words "\$15.00" and by adding after the word "month" in line 7 of same paragraph the words "Non-Playing Visitors \$1.00 per day and by adding after the 1st word of same paragraph the words "and a card of introduction obtained from the Secretary, such card to be placed in a box provided for the purpose at the Club Houses. If any Member fails to comply with these provisions he shall be charged twice the amount due."

That the Articles of Association be amended by:

1. Adding to paragraph 19 the following words:—"From the 1st July, 1920, to the 30th September, 1922, all Resident Playing Members who make use of all Courses and Club Houses shall pay an additional subscription of \$2 per month. Resident Playing Members who notify the Secretary they desire to be restricted to the use of Happy Valley and Deep Water Bay Courses will not be required to pay the additional subscription. Such Members may make use of the Courses and Club Houses at Fanling on payment of a fee of \$1 per day."

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YOUR PERSONAL

NINE

INCH



FAN

with Breeze to suit YOU and
no-one else.
Enough To COOL and not disturb
your papers. Just right for reading
or sleeping,—without injurious effects.



Andersen, Meyer & Co., Ltd.

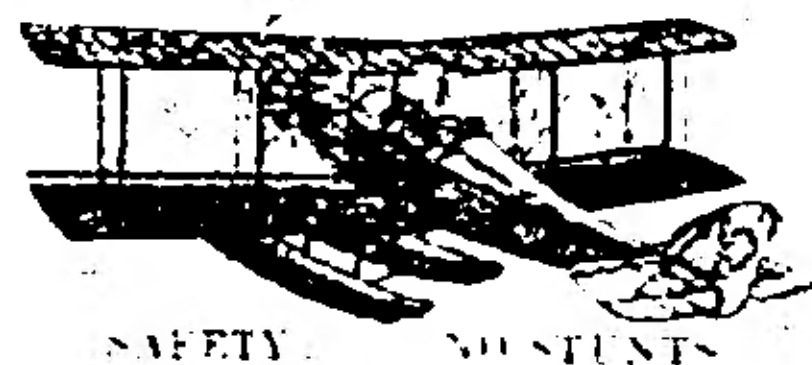
2, Queen's Road Central.

KING'S BIRTHDAY

FLYING

REPULSE BAY

TO-MORROW (Saturday), 5th June
Commencing at 2.30 p.m.



SAFETY IN FLIGHT

FIVE MACHINES

The Marine Aerial Transport Company will give a demonstration of their five machines, a plane and four biplanes flying with
at Repulse Bay, TO-MORROW (Saturday), 5th June, commencing each day at 2.30 p.m.
Passengers will be carried for short flights. Safety machines and certificates of "My First Flight" will be a later date given to all who participate.
Booking is at Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. W. BROWN,
Managing Director.

Hongkong, 2nd June, 1920.

INDIAN POLICE PAY.

PETITION TO THE GOVERNMENT.

The following copy of the petition sent to the Captain Superintendent of Police by the Indian members of the force is sent us for publication. Messrs. Lo and Lo acted for the men.—

1. Owing to the increasingly high cost of living in the Colony, your Petitioners have found it well-nigh impossible to support themselves and their dependents on the salary they have been getting, and your Petitioners have accordingly been looking with the gravest anxiety and expectancy to a material amelioration of their lot as the outcome of the commission appointed by His Excellency the Governor to enquire into the salaries of the Government Servants.

2. Your Petitioners have been indescribably disappointed by the extreme inadequacy of the increase contemplated by the new scale which has just been announced.

3. The old scale and new scale are as follows:—

Constables.
Old Scale.—1st class \$15.50 a month, \$1.75 good conduct badge allowance, \$1.00 ration allowance. Total: \$18.25.

New Scale.—\$18.00 a month, \$6.00 ration allowance. Total: \$24.00.

This works out at an increase of approximately 30 per cent.

Old Scale.—2nd class \$13.50 a month, \$0.75 good conduct badge allowance, \$1.50 ration allowance. Total: \$15.75.

New Scale.—\$15.00 a month, \$6.00 ration allowance. Total: \$21.00.

This works out at an increase of approximately 33 per cent.

Old Scale.—3rd class \$12.50 a month, \$1.50 ration allowance. Total: \$14.00.

New Scale.—\$11.00 a month, \$6.00 ration allowance. Total: \$17.00.

This works out at an increase of approximately 25 per cent.

The old scale does not include allowances for special duties and theatre duties.

Lance Sergeants.

Old Scale.—3rd class \$18.75, 2nd class \$19.75, 1st class \$20.75.

New Scale.—3rd class \$20 plus \$5 ration allowance, 2nd and 1st classes \$21 a month plus \$5 ration allowance.

This works out at an increase of approximately 37 per cent. for the lowest grade and 30 per cent. for the highest.

Sergeants.

Old Scale.—\$22.25 rising to \$25.25.

New Scale.—\$22.00 rising to \$27.00, \$5.00 ration allowance.

This works out at an increase of approximately 25 per cent. for the lowest grade and 32 per cent. for the highest grade.

Ration allowances are, of course, not permanent, and in any case their value to your Petitioners varies according to the amount charged by the Government Contractor against your Petitioners, and decreases as the Government Contractor's charges increase.

1. The salaries for your Petitioners have remained more or less stationary for the past twenty years, whereas it is notorious that the rate of increase in the Colony for the corresponding period has been very much over 100 per cent.

In this connection your Petitioners desire to point out that the salaries of European constables in about 1899 were from \$25.00 to \$40.00 a month; that they were increased from time to time and are

now from \$180.00 to \$185.00 a month, which works out at over 100 per cent. increase.

5. Your Petitioners desire respectfully to point out:—

(a) That they have come from a distance of about 5,000 miles, separated from home and their people.

(b) That they are subject to ailments as the result of the difference between the Hongkong and their native climate.

(c) That Indian watchmen at the Naval Dockyard and Gaol warders get more salary than your petitioning Sergeants.

(d) That private Indian watchmen get \$25.00 a month, which is about twice the amount which your petitioning constables are getting.

Your Petitioners need not point out that their duties are more onerous and involve greater responsibilities than the above named persons.

(e) Your Petitioners have eight hours of duty in twenty-four hours, whereas the European members of the force have only six hours in twenty-four hours.

(f) The European members of the force get \$20.00 allowance when stationed in the New Territories; your Petitioners get none.

6. There are at the present time 1st class constables of over 15 years' service who have not obtained promotion on account of there being no vacancy.

7. Your Petitioners respectfully submit the following proposals for the sympathetic consideration of His Excellency the Governor:—

(a) Your Petitioners' salaries should be half of the present salaries of the European members of the force of equivalent rank, that being the case as between European and Indian members previous to 1890.

(b) Instead of the usual "remittance" all salaries should be paid at the fixed rate of exchange of two rupees to \$1.00, which is the case with other Government servants; for instance the European members are paid two shillings to \$1.00.

(c) Your Petitioners' pension rate should be the same as that of the European members of the force; that is two-thirds of their substantive salaries.

(d) The language allowances should be the same for your Petitioners as for the European members of the force; for your Petitioners submit that it must be as difficult for Indians to master the English and Chinese languages as it is for the European to master Hindustani and Chinese.

(e) The existing regulations should be modified to attain the following objects:—

1. All senior members of the force on qualifying for pension should be compelled to retire, thus affording the junior members the requisite opportunity for promotion.

2. All those who have been acting Sergeants for the past five years or more should be promoted Sergeants.

3. After five years' service your Petitioners should be given eight

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship

"EASTERN MERCHANT"

From SAN FRANCISCO via
HONOLULU, YOKOHAMA &
KORE.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on June 6th at 10 a.m. and June 7th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 7th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,

As Operators, U.S. Shipping Board.

Hongkong, 2nd June, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIPBUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

"KELVIN MOTORS"

Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works: Tel. K.21
Manager: K.332
Harbour Engineer: K.130
Works Supt.: K.410
Telegrams: "SEYBOURNE"

months' leave on full pay instead of half pay.

8. Lastly your Petitioners desire respectfully to assure His Excellency the Governor of our unfailing and devoted loyalty to His Majesty the King and Emperor and Government of which your Petitioners have the honour to be servants.

Your Petitioners therefore earnestly pray that you will see fit to submit the matter of this humble petition to His Excellency the Governor for His Excellency's gracious consideration and your Petitioners will as in duty bound ever pray, etc.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"PAK LING"

are hereby notified that the Cargo will be discharged into Ho's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 2nd June, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS

THE Company's Steamship

"KAMO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 9th June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

BILLS of Lading will be countersigned by

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 2nd June, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"AWA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 8th June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 1st June, 1920.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship

"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 14th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m.

No Fire Insurance has been effected.

BILLS of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

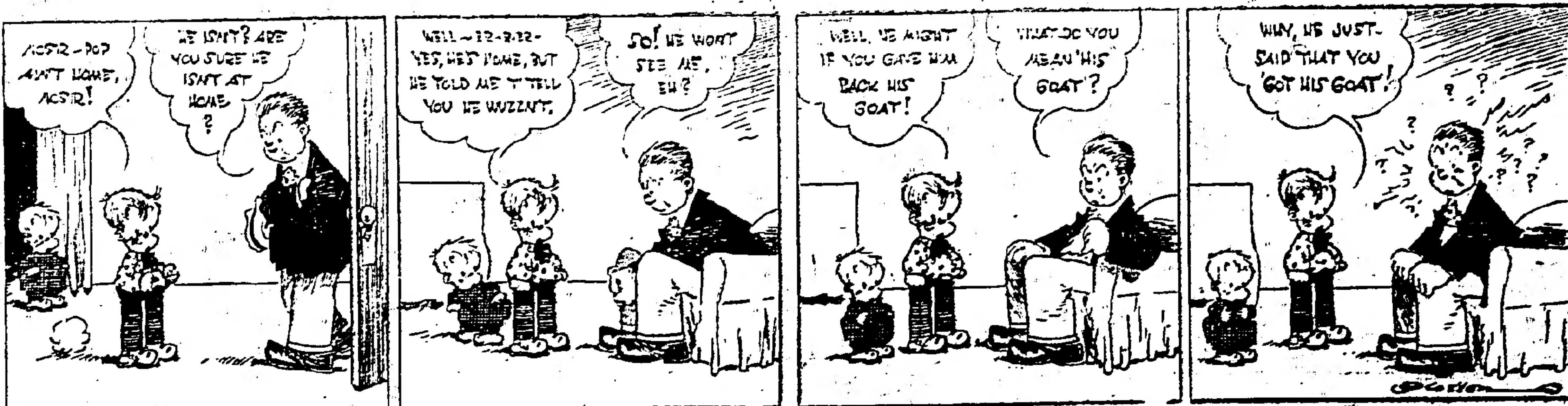
Agents.

Hongkong, 1st June, 1920.

FRECKLES AND HIS FRIENDS

It Would Be Hard To Give Back!

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 4, 1920.

SHIPPING AND THE STATE.

Vitaly interested as it is in shipping, Hongkong is naturally concerned with the question as to whether private ownership or State control is the ideal management of the great trade carrying industry of the world. Recently we have heard much of the question as to whether the boats of the United States Shipping Board are to be handed over to private companies, or whether the State organisation, under whose control they are at present run, is to continue its operations. For British shippers this latter question has not a great deal of interest because, apart from competition, they are not concerned with it. But it is very easy to ascertain the view of Home shippers in regard to State management, most of the leading shipping newspapers of the country being very emphatic in their condemnation of anything but private ownership and competition. However much one may fancy that State ownership would work for the eventual benefit of shipping as a trade, there can be no question that left to private initiative and competition its stands to gain in efficient administration and immediate usefulness.

One of the leading Home journals in commenting on the State's relationship to shipping recently stated that it was a hopeful sign that even Labour leaders, and, indeed, many of the rank and file, have ceased to be obsessed by State control of industry, and particularly by anything approaching the nationalisation of shipping. With the amount of tonnage which is likely to be affected by the end of the present year shipowners will need all their reserve to tide them over the lean period which lies ahead. To talk of profits is futile reasoning to-day. It is believed that nationalisation would be unsatisfactory from the point of view of those who man the Mercantile Marine, and would result in a lowering of wages and dietary. It would be a burden on the State, which would be compelled to pay interest on the capital employed, whether ship operation proved profitable or resulted in loss. That it would increase the cost of living, owing to the impossibility of any Government department managing the business as efficiently as private ownership, is a third argument against nationalisation; and a fourth is that, with shipping nationalised, the men employed would lose their principal weapon to force reforms, which is still the strike. Most men realise that any policy to nationalise shipping is as dead as the dodo. Some may seek to revive it, but even the most casual observer cannot be blind to the fact that wherever the State has attempted to manage great industries it has made a lamentable failure of the business. Men who have the capacity of taking thought, whether in the ranks of labour or elsewhere, realise that those who are servants in an ill-managed enterprise cannot expect high rates of pay, or satisfactory working conditions. The defects in a nationalisation policy are naturally those which would directly affect the workers. There are, however, other aspects: an ill-managed shipping industry would have far-reaching results, and would so gravely menace our industrial position that it is unthinkable for shipping to be taken out of the capable hands which in Great Britain have made it the pivot of the national fortunes, and entrust it to any group of departmental officials. A certain measure of State control, such as has been exercised in the past for the protection of public life and interests, is all that is required. Our shipowners can be trusted to do the rest—that is, to maintain a predominant Mercantile Marine—which, as the war has shown, was the only thing that in the end stood between us and the threat of becoming a vassal of a victorious Germany.

Recent experiences in the United States and France have let a flood of light on the inefficiency of State management of shipping. The running of ships is an expert and intricate business, and it is a commonplace which will not be disputed to assert that it is a business for which the Government type of mind is quite unfitted. It can hardly be doubted that the United States Shipping Board, which does not yet appear to have any definite policy, will in the end dispose of its vessels to private owners—although not, it is to be hoped, even under alleged safeguards, to German shipping companies. It is true that some of the smaller nations, and even our own Dominions, are experimenting with State-owned vessels, and in some instances because no private industry is in existence, and in some other cases, and perhaps Australia may be included in this category, out of "sheer cussedness." These tendencies need not worry shippers overmuch. If the foreign rivalry our shipowners are to face is going to be State-owned shipping—while it is true that that rivalry of what may be subsidised Government fleets, will be unfair—it will also be relatively inefficient. The lesson of the past, and particularly of the war period, gives proof that nationalised shipping is likely to be a burden to any country which sanctions such a policy, with the inevitable effects of raising the prices of commodities and lowering wages. No risks of that kind, with all the evils which would follow in their train, can be run in connection with British shipping.

NOTES & COMMENTS.

STORM & TYPHOON SIGNALS.

We have now reached a month during which the hoisting of typhoon signals is generally quite frequent. June, in past years, has been fairly prolific in heavy "blows." Yesterday the new code of storm signals was in operation, the masthead yard-arms on Blackhead's Hill being used for the purpose. Because there happened to be a black cone on the top of the masthead, some people were under the impression that the typhoon signals were up. But if the recent official announcement had been borne in mind it would have been remembered that the public were warned not to be led into wrong conclusions. Let us try to straighten out this puzzle and explain how the situation really stands. There are two sets of signals in use in Hongkong. One is the China Coast Code, which is uniform with the Code in use at other ports and which informs shipping men of general storm conditions. These signals are now hoisted on Blackhead's (or Signal) Hill. This Code necessitates the use of a masthead signal, but this is smaller than, and must not be confused with, the local typhoon signals. Yesterday's confusion arose from the fact that this signal appeared on the mast where the typhoon signals were formerly displayed. The other set of signals—those of particular interest to Hongkong—deal solely with typhoons. They are now to be hoisted at the Observatory radio mast, and will only appear when there is a typhoon about, which is likely to affect Hongkong. So if you want to know whether the typhoon signals are up, don't bother about Blackhead's Hill; just look at the Observatory mast. The signals on Blackhead's Hill are solely concerned with China Coast storms.

THE DERBY.

The classic event of the Turf has had a rather sensational result this year. Spion Kop, a 100-to-6 chance, had an easy win, whilst the favourite, Tetra-tema, was not even amongst the first dozen. There have been surprises like that many times in the Derby; it is the glorious uncertainty of racing which is one of its greatest attractions. The second favourite was Archibald, and the bookies were not out in their reckoning here, for Bellhouse's mount did get the second berth. Major McCalmont's Tetra-tema, which was the champion two-year-old last season, was strongly fancied to win, as the odds of 3 to 1 showed. Recently, when he won the Two Thousand Guineas, his chances of carrying off the blue ribbon of the turf appeared very bright; but he failed when the day came. He was early in the picture during the race, Carls-lake, his rider, was apparently content to let somebody else make the running, for he lay behind the leader at the start and was still in second position when rounding Tatten-ham Corner. Then he seems to have dropped out of the race, much to the chagrin of his backers, no doubt. O'Neill, who rode the winner, must be immensely pleased with himself and his mount.

TRADE WITH RUSSIA.

It does not require great analytical propensities to be able to discern in recent cable messages the fact that, by degrees, the way is being made open for a resumption of trade relations between Britain and Russia. Reuters, we are told, is unable to obtain confirmation of the report that Soviet Russia is to be permitted to open a central trading office in London; "but there is nothing to prevent M. Krassin opening an office there in order to exchange views with British traders," although British goods cannot at present be exported to Russia. Now, isn't it about time all these preliminaries were cut out? If there is no intention of resuming commercial relations with Russia, what is M. Krassin doing in London, why has he been received by Mr. Lloyd George and what would be the earthly use of his opening an office? Trade with Russia is coming, and perhaps recognition of the Soviet too. After all, any Government accepted by the people, and with proof of its stability, is good enough to recognise. It isn't our business what its politics are. We suppose trouble-holders are feeling a little happier these days.

DAY BY DAY.

EXPERIENCE IS A DEAD LOSS IF YOU DON'T SELL IT FOR MORE THAN IT COST YOU.

Sir William and Lady Maxwell are passing through the Colony on the s.s. Delta.

For the past two days the only case of communicable disease notified has been one fatal occurrence of enteric fever (a Chinese).

Revenue Inspector J. D. Mackenzie returned to the Colony from Home this morning. His many friends were glad to see him back.

Amongst the passengers who arrived from Shanghai by the s.s. Delta were Sir Ellis Kadoorie, Mr. and Mrs. Miss Lecable, Mr. and Mrs. Piercy.

The tennis match between Ng Szek-wong and M. W. Lo to decide the championship of the Colony is to be played on Monday, weather permitting.

The total output of the Kailan Mining Administration's mines for the week ending 22nd May, amounted to 89,431 tons and the sales during the period, to 79,187 tons.

A telegram received by the American Consulate General, Hongkong, from the Manila Observatory at 11 a.m. to-day says: "Typhoon in about 135 Long. E. and 21 Lat. N., moving North."

Orders for Cadet Company of the Volunteer Defence Corps, by Lieut. A. O. Brown, state: "Parade—Bathing—Launch will leave Blake Pier on Wednesday, the 9th instant at 3.15 p.m. and call at Kowloon ten minutes later."

Last night the Portuguese gunboat Patria, which was lying in Hongkong Harbour, was most effectively illuminated in honour of the King's birthday. The vessel was picked out in electric lights and presented a most striking appearance. The compliment was greatly appreciated by Britishers.

Because he had ruffled their dignity by returning to them a bad coin which they tendered for their fares, three Japanese made a combined assault on a tramcar conductor yesterday. Police whistles were blown and two of the arrogant Japanese were arrested, and to-day brought before the Magistrate on charges of being drunk and disorderly and assault. They were each ordered to hand over \$4 as a contribution to the Police coffers.

Yesterday the journalists of Hongkong entertained to tiffin, at the Hongkong Hotel, Mr. H. A. Cartwright, managing director of the Daily Press, who is to-morrow going home on leave. Mr. T. Petrie, editor and acting general manager of the South China Morning Post, presided, and speeches eulogising Mr. Cartwright's work in the Colony were delivered by the Chairman, Mr. Tom Wright (China Mail), Mr. A. Hicks (editor of the Hongkong Telegraph) and Mr. B. A. Hale (Daily Press). Mr. Cartwright suitably replied.

To-morrow's Pictorial Supplement will contain many pictures of decided local interest, including a photograph taken at the foundation stone-laying ceremony of St. John's Cathedral Hall; a group of the officers of the 2nd Wiltshire Battalion; a snapshot of one of Captain Ricou's sea-planes; a group taken at the wedding of Dr. Jameson, of Canton, and Miss Olive Wind-marsh; a portrait of the Premier of China, who has just sent in his resignation; a picture of Lieut. Ferrarin and Engineer Capponi on their arrival at Shanghai on the flight from Rome to Tokyo, as well as a photograph of Lieut. Masiero, another of the Rome-Tokyo fliers.

MAN-DRIVEN AEROPLANES.

Paris, April 16.—Flight by human propulsion has for some time occupied the attention of French inventors. Considerable encouragement will be given to such attempts by the offer made by the well-known firm of Peugeot of a prize of 10,000 francs for the first "Aviette," as man-driven aeroplanes are called, to make a clean flight of 10 metres in two opposite directions. The competition is open to inventors of all nationalities except former enemy subjects.

THE KING'S BIRTHDAY.

(Continued from Page 1.)

Mr. and Mrs. F. Matland, Mr. J. S. McCallum, Mr. and Mrs. C. W. Martyn, Dr. W. A. Moore, Mr. and Mrs. Chas. Mycock, Capt. and Mrs. W. J. E. Mackenzie, Miss Middleton-Smith, Mr. and Mrs. Melville-Smith, Miss D. Melville-Smith, Capt. H. G. Montleith, Rev. H. Copley Moyle, Lieut. Colin R. More, Mr. and Mrs. G. E. Marley, Mr. J. D. Martyn, Mr. F. Moreton-Smith, Mr. and Mrs. A. Morris, Capt. and Mrs. H. M. G. Macaulay, Mr. and Mrs. A. Mackenzie, Mr. R. McGregor, Major G. de S. H. Middlemas, Lieut. H. A. Morton, Mr. and Mrs. R. Mein-Austin, Lieut. H. P. Mudie, Mr. J. H. N. Moyle, Mr. G. Miskin, Miss Mallet, Mr. and Mrs. J. and Miss Macdonald, Mr. R. Melville-Smith, Mr. J. Macdonald, Mr. R. F. Mattingly, Mr. M. M. Maas, Mr. and Mrs. N. MacIntyre, Mr. and Mrs. W. J. Milne, Miss C. MacLaren, Mr. and Mrs. L. D. McNicoll, Mrs. D. K. Moss, Fr. F. Monnier, Mr. and Mrs. T. Bowen, L. Marie, Lieut. H. L. Mecklenburgh, Mr. J. Morris, Mr. Mahan Singh, Mr. J. S. McCann, Mr. C. F. Mason, Mr. F. B. Marshall, Mr. and Mrs. G. Mackie, Mr. J. Milnes, Mr. V. Mason, Mr. H. Mockford, Capt. H. S. Mills, Mr. J. C. Modraschi, Dr. and Mrs. J. E. Mitchell, Mrs. and Miss Moorhead (Swanton), Mr. D. de B. Newcomb, Mr. and Mrs. E. Newhouse, Mr. and Mrs. G. F. Nightingale, Capt. V. Noel, Mr. K. Nomiya, Fr. J. R. Noval, Lieut. E. C. Norman, Mr. and Mrs. E. J. Noronha, Mr. and Mrs. C. C. Nelson, Capt. and Mrs. S. Northcote, Mr. H. M. H. Nemazea, Bishop Norris, Lieut.-Col. N. A. Nicholson, Mr. H. A. Nott, Mr. and Mrs. T. Oliphant, Dr. P. de Obanjo, Capt. and Mrs. C. O. Oliver, Mr. A. D. Openshaw, Pere J. N. O'villon, Mr. G. Omori, Mr. and Mrs. E. Ormiston.

Capt. E. S. M. Princep, Bishop Dr. Pozzoni, Mr. Dr. Page, Mr. and Mrs. E. V. D. Parr, Mr. H. R. Phillips, Lieut. J. H. Peacock, Mr. and Mrs. J. B. Penman, Dr. T. W. Pearce, Dr. and Mrs. W. W. Pearce, Mrs. L. M. Perkins, Mr. and Mrs. J. A. Plummer, Mr. and Mrs. A. Piercy, Mr. and Mrs. A. B. Purves, Mr. H. Handley Pegz, Mr. P. G. de Paravicini, Mr. C. Parker-Rees, Surg. Lt.-Col. Parker, Mr. and Mrs. G. L. Platt, Mr. P. C. Potts, Miss E. M. Pater-son, Dr. F. Pierce-Grove, Mr. and Mrs. T. E. Pearce, Mr. E. B. Potter, Mr. and Mrs. G. A. Pentreath, Mr. H. L. Pike, Mr. and Mrs. Eldor Potter, Lieut. J. G. Pitt, Lieut. E. R. Pears, Fr. Augustine Plazcek, Mr. H. J. Pearce, Mr. and Miss Parker-Ness, Mr. W. L. Patterson, Major Ardoino and Officers of 74th Punjab, Lt.-Col. Clement Smith and Officers of 22nd Punjab, Partington, Mrs. C. E. Plunkett-Cole, Mr. and Mrs. H. C. Page, M. and Mme Ricou, Mr. R. Robertson, Major and Mrs. Rapson, Mr. D. Reid, Lieut.-Col. and Mrs. Robertson, Mr. and Mrs. C. B. Riggs, Mr. and Mrs. J. Reid, Mr. and Mrs. O. H. Ritter, Mr. J. Ralston, Mr. F. A. Redmond, Mr. and Mrs. E. Ralphs, Mr. W. Ray, Mr. W. E. Roberts, Mr. E. N. Ram, Mr. and Mrs. H. S. Rouse, Mr. and Mrs. A. R. Rodgers, Mr. and Mrs. A. Ritchie, Mr. and Mrs. E. Reid, Mr. and Mrs. D. Russell, Mr. Antonio Rodriguez, Mr. and Mrs. W. Roy-Smith, Mr. H. L. Russell, Mr. R. Rodentfuser, Mr. Henry S. Romero, Major and Mrs. Roffey, Miss L. K. Rayner, Mr. and Mrs. F. J. de Rome, Mr. E. B. Reed, Col. Humphrey and Officers of R.A.M.C., Lt. Col. Loring and Officer of R.A. Lt. Col. Taylor and Officers of R.E., Major Humphreys and Officers of R.A.S.C.

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CONSULAR RECEPTION.

At noon His Excellency re-ceived the Consular Body at Government House, the members being introduced by Mr. Hamel, who extended the congratulations and felicitations of himself and his colleagues, which were acknowledged in suitable terms by H. E. the Governor.

Those present were: Messrs E. Suzuki (Consul-General for Japan), G. S. D. Hamel (Consul-General for the Netherlands, O. D. Canacee (Consul-General for Peru), C. de Albuquerque e Castro (Consul-General for Portugal), H. Percy Smith (acting Consul-General for Siam), Leighton Hope (acting Consul-General for the United States of America), E. V. M. R. de Souza (Consul-General for Bolivia and Ecuador), J. G. Gonzalez de Berredo (acting Consul-General for Chile, Panama and Guatemala), Chiv. J. M. Alves (Consul-General for Brazil), P. V. Botelho (Consul-General for Nicaragua), A. S. Sorenson (Consul-General for Norway), V. d'Oettingen (Consul-General for Russia), K. Larsen (acting Consul-General for Denmark), G. Hauchecorne (acting Consul-General for France), C. Fumagalli (acting Consul-General for Italy), J. P. Eca da Silva (vice Consul-General for Mexico), G. Ludin (Consul for Sweden), A. Schilling (vice Consul-General for Argentina), Antonio Rodriguez (Consul-General for Cuba), D. de Obanjo (Consul-General for Costa Rica).

FINED A DOLLAR FOR OBSTRUCTION.

Messrs. Reiss and Company were to-day summoned before Mr. R. O. Hutchison, at the Police Court, for obstruction of the public thoroughfare by depositing goods outside their godown in Catchick Street.

Representing the defendants, Mr. Turner said that it seemed to him that this sort of summons was getting pretty frequent. It was absolutely impossible, he said, for firms not to deposit their goods outside in the street pending their removal into the godowns. The interference of the Police would hamper their business.

Inspector Willis, who prosecuted on behalf of the Police, said that the Police could not make any distinction in offences of this character between Europeans and Chinese.

Mr. Turner said that in the present instance there was no unnecessary delay in the removal of the goods into the godowns. The goods were put on the pavement outside the building for only one or two minutes, owing to the pressure of work.

Inspector Willis said that it had been the practice of the Police to warn the godown keeper on a first offence.

It appears from the evidence of the Indian constable, at whose instance the summons was brought, that on the 26th instant at 10 a.m. he paid a surprise visit to Catchick Street whilst the work of unloading the goods from the Praya to the godown was in progress. He found 25 piles of cases deposited outside the building by the gang of coolies. Being a diligent constable, he paid other surprise visits at subsequent intervals, and found that the piles were not reduced to his liking. At the last visit, at 11.30, he warned the coolies, who, of course, paid no attention to the caution, as it was not their "piddin."

Mr. Turner said that what the constable ought to have done was to warn the godown keeper, he being responsible for the transportation of the cases.

The Magistrate agreed with Mr. Turner's view and in inflicting a nominal fine of \$1 remarked that what the constable should have done in the case was to make his complaint to the proper authorities instead of watching and dodging round the corner in the way he did.

THE GYMKHANA.

LIST OF ENTRIES.

The following are the entries for the Extra Gymkhana to be held, weather permitting, on Saturday, 12th June, at 4 p.m.:—1st Race.—Tredegar, Pawnshop, Sinza, Wilkins Micawber, Shooting, Sepand, Algerian Chief, Pussyfoot, Wee Mouse, Brutus, What is it, Ringwood and Scotia Dahlia.

2nd Race—Five Furlong Handicap.—Salamanca, Burning Daylight, Alexander, Season Ticket, Moonshine, Pussyfoot, Sandmartin, Attraction, Wee Mouse, Brutus and Cranby.

3rd and 6th Races—Class Handicap.—Pawnshop, Sinza, Target, Georgie Mac, Salamanca, Pantile, Lightning, Shooting, Sepand, Season Ticket, Burning Daylight, Alexander, Algerian Chief, Wilkins Micawber, Pussyfoot, Rowdy Child, Attraction, Wee Mouse, Brutus, and What is it.

4th Race—Distance Handicap.—Tredegar, Rab, Pussyfoot, Rowdy Child, Sandmartin, What is it, Wee Mouse, Brutus, Ringwood, White Fang, Robate, White Chalk, Wakeford, Murphy, Tonic, Surprise, Pawnshop, Sinza, St. Chad, Red Coat, Georgie Mac, Supper Dance, Burning Daylight, Alexander, Cannon and Scotia Dahlia.

5th Race—Ladies' Non-rotation.—Mr. Grimstone, nom. Mrs. Aucott; Major Timmis, nom. Mrs. Timmis; Major Law, nom. Mrs. Law; Capt. P. S. L. Beaver, nom. Mrs. Wynham; Lieut. J. Samnt, nom. Mrs. Jessel; Hon. Mr. John Johnstone, nom. Mrs. Lioffe; Mr. T. W. Dorle, nom. Mrs. Cassidy; Mr. F. M. L. Soares, nom. Miss E. Soares; Mr. John Bell-Irving, nom. Mrs. Bell-Irving.

7th Race—1½ Mile Handicap.—Target, Red Coat, Lightning, Sepand, Burning Daylight, Alexander, Season Ticket, Rowdy Child, Siamese Cat, Attraction, Brutus and What is it.

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KOWLOON NOTES.

(BY "THE FERRYMAN")

So we're going to have bigger ferries. Good! Just! They're badly needed, anyhow. Won't Kowloon be an important place when we get these boats and the new pier which will have to be erected to accommodate them? We shall be imagining that we are in "Frisco or New York!"

The Ferry Company is to be congratulated on coming to this decision. Of late the Company has been most solicitous for the comfort and convenience of its patrons, but it has been handicapped by the fact that its boats have not been large enough to cope with the growing traffic. The enterprise of the management will have ample scope when the new programme is fully carried out.

I hope that when the new ferries are installed, better arrangements will be made for the carrying of passengers' luggage. At present, Chinese coming off the trains on to the ferry cause much obstruction by dumping their belongings down anywhere on the boats. Most of them seem to carry enough to furnish a small house, too.

But, what is much worse, these passengers crowd into the "saloons," take their shoes off, lie about and often indulge in their favourite pastime of clearing their throats, to the disgust and discomfort of others. What is really needed at present is that these people from the Canton train should be restricted to the use of a special ferry put on for their benefit.

Last week-end was miserably wet, and therefore the Tennis and Lawn Bowls League matches

could not be decided. There is a most interesting programme down for decision to-morrow, though. Let's pray that it doesn't rain.

Kowloon is "coming on" all right. The Hon. Mr. John Johnston, at the Ferry Company meeting, referred to the attractions of Kowloon and the New Territories, and spoke most hopefully of its future. And there were quite a number of Kowloon people at Government House last night. We are moving, aren't we?

When it becomes the thing to live in Kowloon, we may possibly hear conversations something like this:

"Do you know Mrs. Blank?"
"No, who is she?"
"Well, they say her hubby has quite a fair biller, but not quite enough to enable them to live in Kowloon."

"Poor dears; it must be positively horrid having to live on the fog-laden Peak. So fearfully inaccessible, too."

"Quite. Yet a few years ago people thought it absolutely tony to live there. They couldn't really have enjoyed it, could they?"

My friend from Flatland reports as follows:—Quite a quiet week. There have been a few tussles with such old favourites as "The Village Blacksmith," "The Lost Chord," selections from "The Country Girl," and a few others. Nobody seriously hurt. Somebody with a really good tenor voice, but with a watch that must be an hour or two slow (so late did he begin) treated inhabitants to Tosti's "Good Bye" and some operatic music. Filipino string band filled in the time between songs whilst he recovered his breath. Activities of the bagpipers: Nil.

OBITUARY.

MR. J. B. PATELL.

The Parsee community mourns the loss of one of its respected members in the death of Mr. Jehangir Byramjee Patell, which occurred at Sharnon on Monday last. Deceased was in perfect health up to the very day of his death. A sudden attack of paralysis appears to have been the cause of his demise.

Born in Bombay, India, in 1866, the late Mr. J. B. Patell came to China in May 1885 and so had resided in Hongkong and Sharnon for over thirty-five years. During his early career in China he worked as a cotton yarn broker, being connected with such well-known Indian firms as Messrs. E. Fabany & Co., Messrs. S. J. David & Co., and Messrs. Greaves, Cotton & Co. At one time he was the sole proprietor of the Lyndhurst Terrace General Store of Patell & Co. During the last ten years he established himself in Sharnon as a Commission Agent for exporting silk piece-goods, etc., to India and other countries. By his frank, jovial nature he had endeared to himself all who came in contact with him, and when his body was brought over from Canton last Tuesday afternoon and buried in the Parsee Cemetery at Happy Valley, the whole of his community, including several Parsee ladies, as also members of the Portuguese and other Indian communities, testified their esteem and respect for him by attendance at the funeral. All the arrangements in connection with the bringing over of the body and its final disposal were admirably conducted by the trustees of the Zoroastrian Trust Funds, on the Board of which the deceased had been serving as a Trustee for nearly a year. At the Oshumna (third day) ceremony performed on Wednesday afternoon at the Parsee House in Shelly Street, much sympathy was expressed for his widow and a sum of over \$400 was subscribed on the spot in memory of the deceased for charitable purposes in connection with the Zoroastrian Trust Funds. —Continued.

REPULSE BAY.

YESTERDAY'S FLYING.

The pleasant anticipations formed by a large number of residents of the Colony of the attractiveness of a jor-ride in an aeroplane were realised yesterday when, perfect weather prevailing, Captain Ricou was able to give flights at Repulse Bay in four of his machines which came over in the forenoon from Macao.

The event found the various garages and steam launch companies unable to cope with the vast volume of traffic to the bay and many people were left stranded, as it were, in the city. The management of the Hongkong Hotel, which had been of considerable assistance to Capt. Ricou in the promotion of the event, were amply rewarded by the big rush of custom at their Hotel in Repulse Bay. On the beach was large array of spare parts, motor spirits tins, and various odds and ends, comprising the equipment of the aviators, and these were looked after by a number of mechanics, for Capt. Ricou had spared no pains in making the undertaking a thorough success. Between 20 and 30 passengers were taken up for flights of 20 or 30 minutes duration. The machines which comprised the squadron which arrived in the forenoon at Repulse Bay in diamond-shaped formation, were a big passenger plane of 400h. p. and three smaller ones termed aeromarine of 100h. p. The passengers, who included a number of ladies, all declared, in spite of the peculiar sensations they must have undergone, that they enjoyed the trips immensely.

In the evening after the flight three of the machines returned to Macao leaving one of the smaller ones here, in which Captain Ricou is to return to Macao to-day. No flights are advertised for to-day, but on Saturday and Sunday, those who have not yet had the opportunity of going through the sensations of an aerial trip can have their wishes fulfilled in further exhibition flights.

NOTICES.

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CITY HALL CONCERT.

What promises to be an unusually good concert will be given at the old Chamber of Commerce room on Saturday evening. Mr. D. F. Amelias, who participates, is said to be one of the few artists who have taken the mandolin seriously and made of it an instrument for the exhibition of first class music. Such compositions as Liszt's fantasia, or Gounod's Faust, Tchaikowsky's "Romance" and soon, he performs in a manner which those who have not heard him would hardly believe possible. Two other artists will also participate in the concert, one of whom, Madame Amelia Silvestri, Italian prima donna, has sung before the Royal Courts of England and Italy. Her contributions include numbers by Puccini, Fenocchielli, Pinzuti and Mascagni. The other is Prof. E. Danenberg, the well-known pianist, who needs no introduction in Hong-

SHIP FIRE.

SLIGHT OUTBREAK ON "KARMALA"

This morning a fire broke out on board the P. and O. vessel, Karmala, lying at Kowloon Wharf. The Fire Brigade received a call from the boat at 9.15, and the float was immediately turned out.

On arrival it was found that a small fire was burning in the lower store room of the vessel, and with the aid of a few buckets of water the outbreak was extinguished. It appears that the electric wires had fused, causing the conflagration. The damage was light. The float was not put into operation as its services were not required. Mr. Lane, the Superintendent of the Fire Brigade, attended the scene.

Altogether the programme foreshadowed a classical and popular musical treat.

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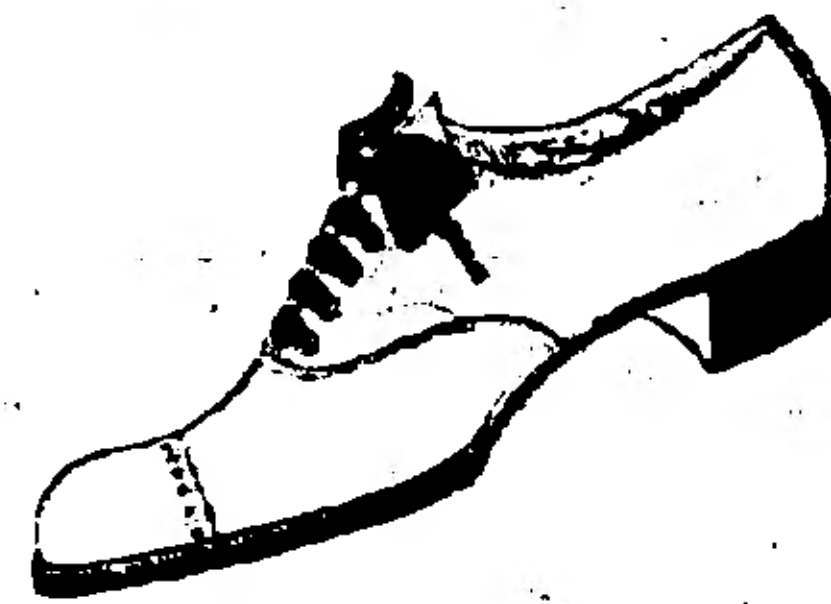
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Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Japan	Oct. 26	Nov. 19
Empress of Asia	Nov. 9	Nov. 30
Empress of Russia	Nov. 18	Dec. 6
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Empress of Asia	Nov. 9	Nov. 30
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CANADIAN PACIFIC

OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ATSO

The following U.S. Shipping Board vessels

S.S. "EASTERN MERCHANT" Friday June 4th, for San Francisco via Cebu, Manila, Shanghai and Japan Ports.

S.S. "WEST COAST" Beginning of June, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FAULT" Wednesday June 9th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South America Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions.

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
SHIRAZ MARU	3,400	13th June, from Yokohama.
SHIRAZ MARU	3,400	17th June.
PERIA MARU	3,400	31st July.
KOREA MARU	3,400	14th July.
TERO MARU	3,400	11th Aug.

Calling at Keelung. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

Steamers.	Tons.	Leave Hongkong.
KATO MARU	12,000	13th July.
KATO MARU	12,000	13th Sept.
KATO MARU	12,000	9th Nov.

Vessels are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

Y. TSUTSUMI, Manager.

Telephone Nos. 2374 & 2375. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 19th. July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Princo's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,

China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco.

"WEST HIBBOD" 5th June.

For Seattle & Vancouver.

"WEST JENA" 9th June.

ALSO

Cosmopolitan Shipping Co., New York.

Green Star Line, New York.

Operating Baltimore via Panama service to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

Tel. 3908.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

FOR BOSTON & NEW YORK.

"SLAVIC PRINCE" VIA PANAMA CANAL on or about 10th June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.

"GRACE DOLLAR"	AUG. 3RD.
"MELVILLE DOLLAR"	SEPT. 17TH.
"HAROLD DOLLAR"	OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 793.

THIRD FLOOR

793.

SAN FRANCISCO.

U.S.S.B.

STEAMERS. SAILING DATE.

"WEST HEPBURN"	JUNE 5TH.
"WEST HARTS"	JULY 1ST.
"HICHO"	JULY 10TH.
"WEST IRA"	JULY 15TH.

THE ROBERT DOLLAR CO.

Tel. 793 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG SINGAPORE

SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U. S. S. B. "GLYMONT"

Sailing on 14th June.

U. S. S. B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

793

Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

E. Merchant P. M. Co.	June 4
West Hepburn R. D. Co.	June 5
Delta P. & O.	June 5
Chicago M. O. S. K.	June 8
West Jena S. & D.	June 9
Telemachus B. L.	June 10
Slavic Prince S. T. Co.	June 10
Kitano M. N. Y. K.	June 11
Borneo M. D. & Co.	June 11
Korea M. T. K. K.	June 14
Mitsuki M. O. S. K.	June 14
Glymont R. D. Co.	June 14
Crosskeys A. L.	June 15
Fushimi M. N. Y. K.	June 15
Montague A. L.	June 15
Van Waerwyck J. C. J. L.	June 15
Tsushima M. N. Y. K.	June 16
Tanama M. O. S. K.	June 16
Toyooka M. N. Y. K.	June 16
Havre M. N. Y. K.	June 16
Shingo M. T. K. K.	June 17
West Hixton L. A. Co.	June 17
Siberia M. T. K. K.	June 18
Nile D. M. Co.	June 19
Persia D. & Co.	June 20
Maquan F. W. Co.	June 20
Taranga M. N. Y. K.	June 21
Iconium A. L.	June 22
Waban A. L.	June 23
Tango M. N. Y. K.	June 23
Inaba M. N. Y. K.	June 23
Amazon M. O. S. K.	June 26
Africa M. O. S. K.	June 26
Wytheville A. L.	June 29
Tajima M. N. Y. K.	June 30
Tokiwa M. N. Y. K.	June 30
Kawachi M. N. Y. K.	July 1
Cadaretta R. D. Co.	July 1
Katori M. N. Y. K.	July 2
Seattle M. O. S. K.	July 4
Deucalion B. L.	July 5
Persia M. T. K. K.	July 5
Abercos A. L.	July 10
Higbo R. D. Co.	July 10
West Ira R. D. Co.	July 10
Himalaya M. O. S. K.	July 11
West Montejo L. A. Co.	July 17
Nikko M. N. Y. K.	July 21
China C. M. Co.	July 22
West Iran F. W. Co.	July 25
Grace D. R. D. Co.	Aug. 3
Tenyo M. T. K. K.	Aug. 11
West Hika L. A. Co.	Aug. 12
Harold D. R. D. Co.	Oct. 9
Melville D. R. D. Co.	Sept. 17

JAPAN, COAST PORTS, ETC.

Kwaisang J. M. Co.	June 4
Indus M. O. S. K.	June 4
Harmala P. & O.	June 4
Hailong D. L. Co.	June 4
Yuenwang J. M. Co.	June 4
Wingwang J. M. Co.	June 4
Hinsang J. M. Co.	June 5
Teau B. & S.	June 5
Tjileboet J. C. J. L.	June 5
Esang J. M. Co.	June 6
Huichow B. & S.	June 6
Amakusa M. O. S. K.	June 6
Hopsang J. M. Co.	June 6
Chipshing J. M. Co.	June 6
Hailong D. L. Co.	June 8
Chengtu B. & S.	June 8
Shantung B. & S.	June 8
Choyang J. M. Co.	June 8
Laisang J. M. Co.	June 9
Shinyo M. N. Y. K.	June 9
Bombay M. N. Y. K.	June 10
Sinkiang B. & S.	June 10
Fooksang J. M. Co.	June 10
Hailong D. L. Co.	June 11
Taian M. N. Y. K.	June 12
Tjibodas J. C. J. L.	June 13
Shiseo M. O. S. K.	June 14
Kosoku M. O. S. K.	June 20
Nikko M. N. Y. K.	June 25
Ganges M. O. S. K.	June 29

SERVICE TO UNITED STATES.

NEW YORK and or BOSTON
Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.

THE ADMIRAL LINE

Telephones AGENTS. 5th floor
2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CALIF. Princo's Building, Chester Road.

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHARDSON,

Manila, Singapore, Genl. Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

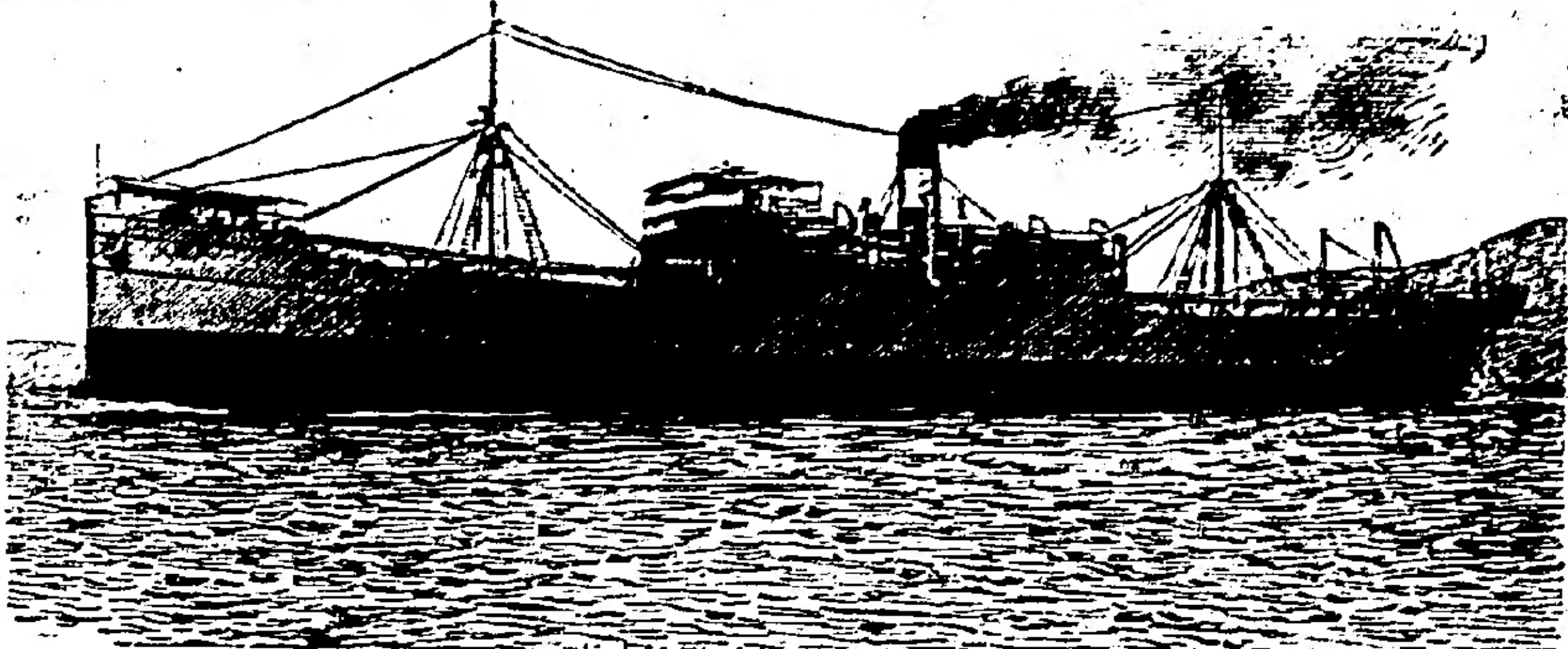
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
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DELTA	8,000	5 June, noon.	M's, L'don & Antwerp.
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BRITISH INDIA-APCAR SAILINGS (South)

ARRATOON A.	4,500	6th June.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	21st July	via Melbourne via Sandakan, Tharua, Cairns, Townsville, Brisbane and Sydney.
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EASTERN	4,000	13th Aug.	
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	4 June, noon.	Shanghai, Moji & Kobe.
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KILDONAN C.	9,700	5 June 3 p.m.	Shanghai.
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WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 8 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

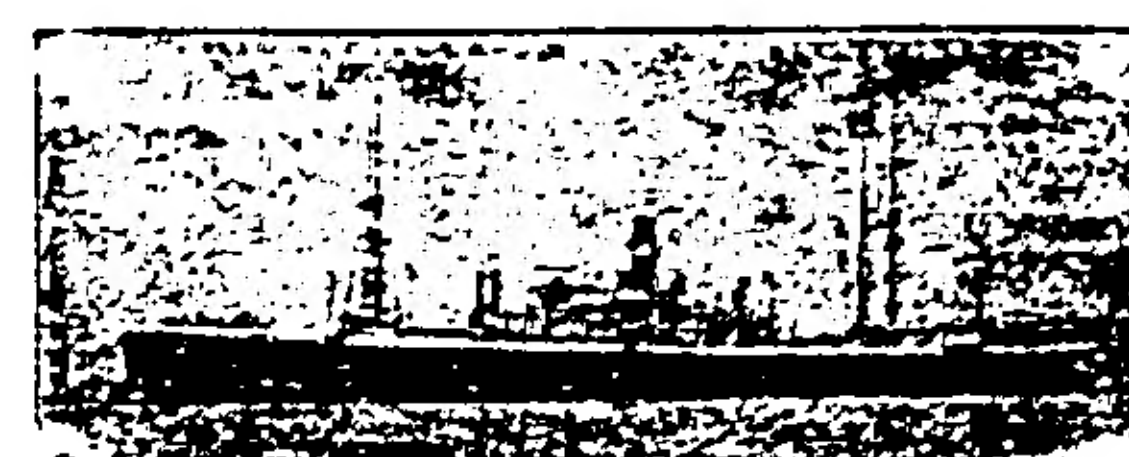
22, Des Vaux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.**FUSHIMI MARU** Tuesday, 15th June, at 11 a.m.**TAJIMA M.** (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.**KATORI M.** (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez Port Said & Marseilles.**KITANO MARU** Friday, 11th June, at noon.**INABA MARU** Friday, 25th June, at noon.**HAMBURG, LONDON & ANTWERP** via Singapore, Colombo, Suez and Port Said.**TSURUGA MARU** Monday, 21st June.**LIVERPOOL & MARSEILLES** via Suez, Cte. Suez & Port Said.**TOKIWA MARU** Friday, 9th July.**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**TANGO MARU** Wednesday, 23rd June, at 11 a.m.**NIKKO MARU** Wednesday, 24th July, at 11 a.m.**NEW YORK & HAVANA** via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.**TOYOOKA MARU** Middle of June.**SOUTH AMERICAN PORTS** via Cape.**KAWACHI MARU** Beginning of July.**BOMBAY & COLOMBO** via Singapore.**BOMBAY MARU** Thursday, 10th June.**TAIAN MARU** Saturday, 12th June.**CALCUTTA & RANGOON** via Singapore & Penang.**SHISGO MARU** Thursday, 10th June.**MALACCA MARU** Friday, 25th June.**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.**NIKKO MARU** Friday, 25th June, at 11 a.m.**SHANGHAI, KOBE & YOKOHAMA****PENANG MARU** Wednesday, 16th June.**IYO MARU** Friday, 18th June, at 11 a.m.For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will depart on or about
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Tjileboet	Mike	in port	5th June, Java.
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Tjibodas	Java	8th June	13th June, Shanghai.
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Tjimonok	Java	15th June	21st June, Japan.
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The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Telephone No. 1574.

Java-China-Japan Lijn.
York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.**HAVRE MARU** (Call Marseilles) Wednesday, 16th June.**HIMALAYA MARU** Sunday, 11th July.**HUENOS AIRES**—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.**"SEATTLE MARU"** Sunday, 4th July.**"MEXICO MARU"** Beginning of August.**BOMBAY & COLOMBO**—Regular fortnightly service via Singapore**"GANGES MARU"** Tuesday, 29th June.**"SAIGON MARU"** End of June.**SAIGON, BANGKOK, & SINGAPORE**—Regular Monthly Service.**"SHISEN MARU"** Wednesday, 9th July.**SYDNEY & MELBOURNE**—Monthly service taking cargo to New Zealand and Pacific Islands.**"MITSUKI MARU"** Friday, 14th June.**VICTORIA, VANCOUVER, SEATTLE & TACOMA**—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.**"CHICAGO MARU"** (Call Manila) Tuesday, 8th June.**"ARABIA MARU"** Thursday, 25th June.**NEW YORK**—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.**"AMAZON MARU"** Saturday, 26th June.**JAPAN PORTS**—Moji, Kobe, Yokkaichi & Yokohama.**"KOSOKU MARU"** Sunday, 20th June.**KEELUNG via SWATOW & AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.**"KIKYU MARU"** Sunday, 6th June.**TAKAO via SWATOW & AMOY.****"SHISEN MARU"** (Takao direct) Monday, 14th June.**"SOSHU MARU"** Thursday, 17th June.For sailing dates and further particulars please apply to—**Y. YASUDA, Manager.**

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
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CHANGSHA	24th June.	25th June.
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 45. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
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LONDON & HAMBURG	"KATHLANHA"	Second half July.
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For particulars of sailing-shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.**S.S. "PILSNA"**

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 10th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on or about 10th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
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MANILA	Wingsang	Fri., 4th June at 11 a.m.
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MANILA	Yucsang	Fri., 4th June at 3 p.m.
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KOBE	Kwasang	Fri., 4th June at 5 p.m.
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SANDAKAN	Wingsang	Sat., 5th June at noon.
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SHANGHAI	Hopsang	Sun., 6th June at d'light.
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SHANGHAI via Swatow	Esang	Sun., 6th June at d'light.
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TIENSIN	Chipsang	Tues., 8th June at d'light.
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SHANGHAI	Choyang	Tues., 8th June at d'light.
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STRAITS & Calcutta	Laisang	Wed., 9th June at 3 p.m.
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KOBE	Fooksang	Thur., 10th June at 5 p.m.
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CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.**BORNEO LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tiensin calling at Weihaiwei & Chefoo.**CALCUTTA LINE.**s.s. "LAISANG" will be despatched on or about 9th June, for **SINGAPORE, PENANG** via **AMQY.**Through Bills of Lading issued to **RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.**

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
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SHANGHAI	Sunning	3rd June at noon.
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SHANGHAI & TSINGTAO	Tean	5th June at 4 p.m.
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WEIHAIWEI, CHEFOO & TIENSIN	Mulchow	6th June at 3 p.m.
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SWATOW & BANGKOK	Chengtu	8th June at 11 a.m.
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AMOY, SHAI & PUKOW	Shanlung	8th June at 3 p.m.
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SHANGHAI	Sinkiang	10th June at noon.
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SHANGHAI LINE—PASSENGERS, MAILS AND CARGO

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woonung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong June, 2, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
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Hailong	J. S. Thomson	FRI., 4th June at 2 p.m.
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Hailong	W. C. Passmore	TUES., 8th June at 2 p.m.
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Hailong	A. H. Stewart	FRI., 11th June at 2 p.m.
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Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage apply to

Douglas Lapraik & Co.,
General Managers.**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & General S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

"DESCALION"	via Suez	3th July.
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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**HONGKONG & CANTON REISS & CO., CANTON.****SHIPPING.****VESSELS ARRIVED.**The O.S.K.'s **SHISEN MARU** arrived yesterday afternoon from Saigon with 231 tons of general cargo.The **SHINSUI MARU** an N. Y. K. vessel, came in yesterday from Bombay with 3,073 tons of cotton yarn for Shanghai and 634 tons of yarn for Hongkong.—Mooring, Kowloon Wharf.The U. S. Shipping Board's **DOYLESTOWN**, assigned to the Pacific Mail Steamship Company, brought yesterday 2,334 tons of gunnies and 125 tons of general cargo for Hongkong, and 2,809 tons of transhipment cargo.—Mooring, C 65.From Wakamatsu, the Mitsubishi's **DAIYA MARU** consigned here yesterday morning 3,137 tons of coal.

From Chingwantao the YACHIYO MARU brought yesterday 3,000 tons of fire bricks and 1,540 tons of coal.—Mooring, B 34.

The s.s. **KARMALA**, a P. & O. vessel, arrived yesterday with 4,600 tons of general cargo for Hongkong and 1,400 tons for the North. She carried 90 first-class and 39 second-class passengers.The **KINKANG** brought yesterday from Wuhu 2,160 tons of rice for Canton.—Mo

TO-DAY'S PICTURES.



PRINCE AS ENGINEER.

Left to right: Rear Admiral Halsey, Prince of Wales, and their commander of the Renown, Captain Taylor. This photo was taken between Panama and San Diego just after the Prince had spent three hours in the engine room.



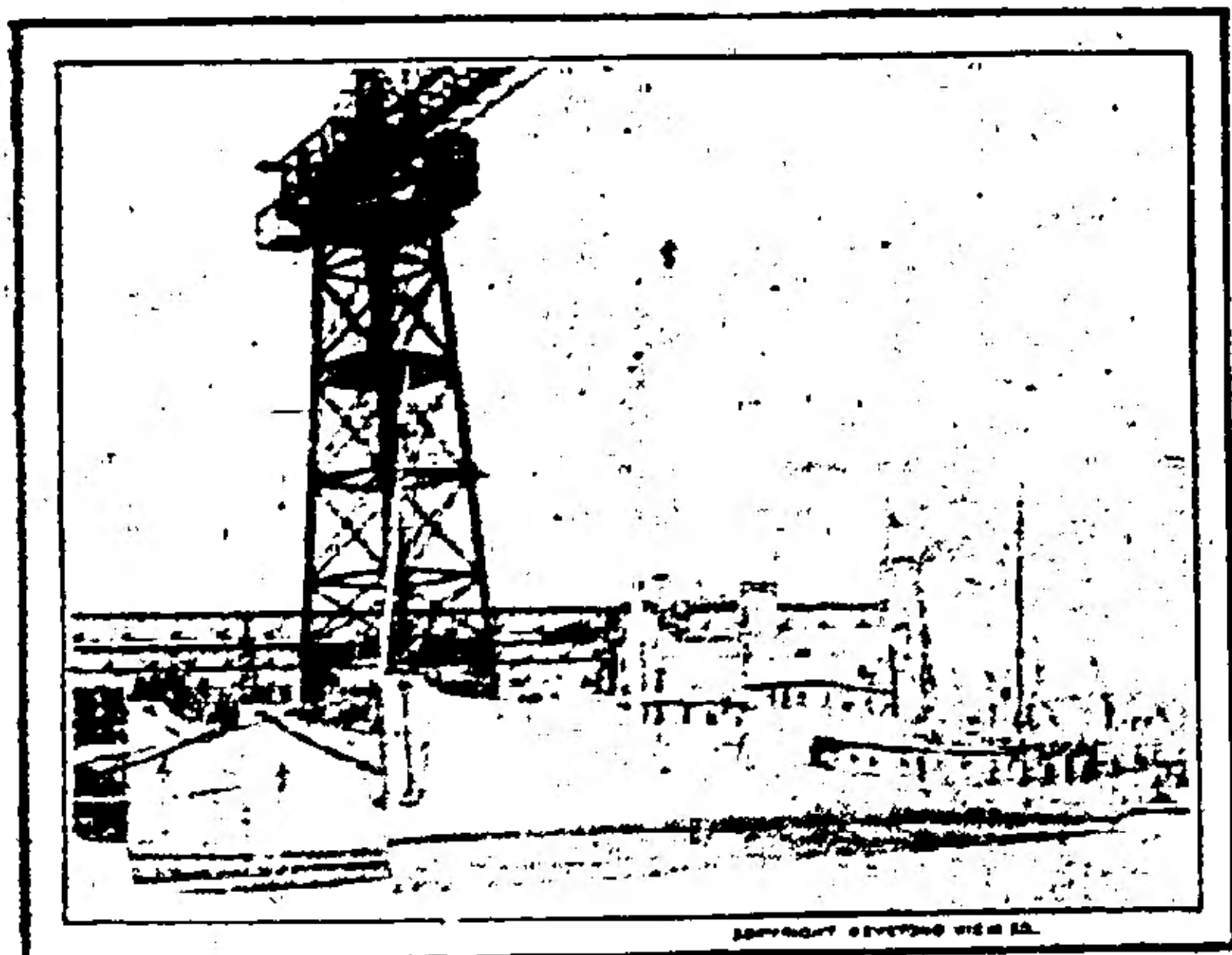
SENTENCED SENATOR.

Senator T. H. Newberry, of Michigan, has been found guilty of criminal conspiracy in the Senatorial election of 1919 by a jury in the Federal District Court and sentenced by Judge Sessions to the maximum sentence under the law: Two years in prison and \$10,000 fine.



A NEW IDEA.

The latest innovation in furniture—a table which, by pressing a button, can be converted into a bed.



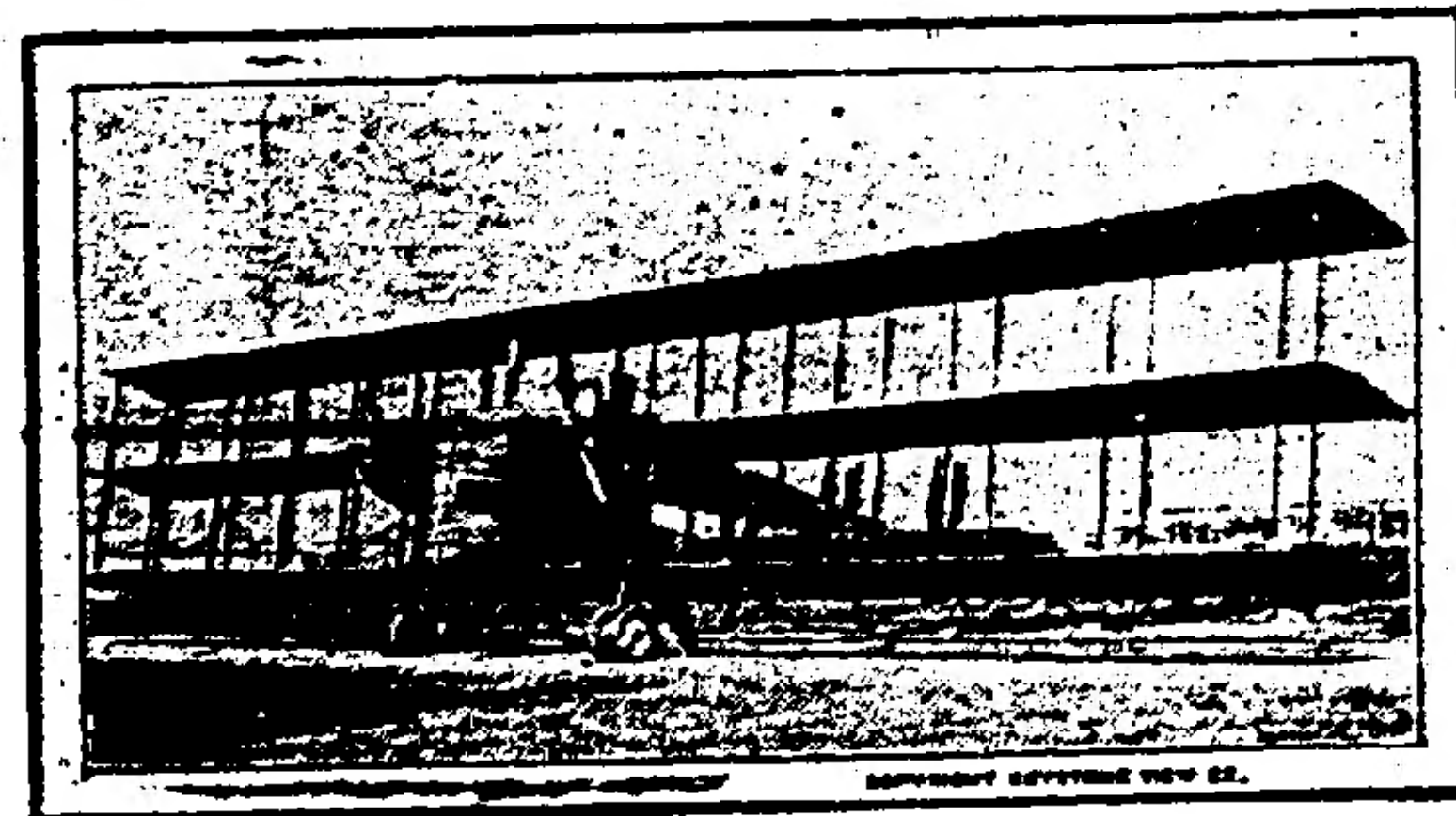
USE FOR SUBMARINE-CHASERS.

Above are seen three French submarine-chasers which are being converted into trawlers.



ADMIRAL HONOURED BY POPE.

Above are seen Cardinal Gibbons and Admiral Benson, U.S.N., the photograph having been taken when the former invested the latter with the Order of the Great Cross of St. Gregory, conferred by His Holiness the Pope.



THE NEW 24 PASSENGER CAPRONI PLANE.

This immense plane carries 24 passengers and its inventor states that before long a plane conveying 400 to 500 passengers will be in use.

DOINGS OF THE DUFFS

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